Top of deck

Existing roadway joint

Varies

4½" (Typ.)

4" min. (Typ.)

2½"

1½" (Typ.)

3" min.

A

A

Existing seat angle (Typ.)

Existing bearing stiffener (Typ.)

6" x 4" x ⅜" support angle, length to be determined in the field (Typ.) See sheet 2

⅜" x 2" clamp plate. Length to match new angle 6" x 4" x ⅜" (Typ.)

New trough full length of joint. Pull trough tight around end of stringer web (Typ.).

½"φ threaded rod with a minimum working load tension of 2000 lb. spaced at 2'-0" max.

℄ ½"φ bolt. Space evenly in each bay with a maximum spacing of 2'-0". Tack weld bolt head to angle prior to galvanizing. (Typ.)

TROUGH DETAIL BETWEEN BEAMS AT PIER
Scale: 1½" = 1'-0"

Notes:
1. All steel shall be galvanized ASTM A 709 Grade 36.
2. Trough shall conform to 911.11.
3. Trough cross slope shall be a minimum of 1" per foot for finger joints. All other joints shall follow the grade of the end diaphragms or ¼" per foot slope whichever is greater.
4. All hardware shall be stainless steel Type 304.
5. Drilled holes for threaded rods shall be ½" larger.
6. Grout shall conform to 902.11 (c).
7. Fiberglass shall conform to 921.11.

APPROVAL	
E.S Freedman DIRECTOR OFFICE OF BRIDGE DEVEL.	
DATE: 11/14/95	

REVISIONS	
SHA	FHWA
1-23-97	·
1-22-01	·
1-18-05	·
7-14-08	·

FHWA APPROVAL	
DATE: .	

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF BRIDGE DEVELOPMENT

DRAINAGE TROUGH DETAIL AT PIER
FOR EXISTING STRUCTURE

STANDARD NO. BR-SR(0.05)-95-308   SHEET 1 OF 8